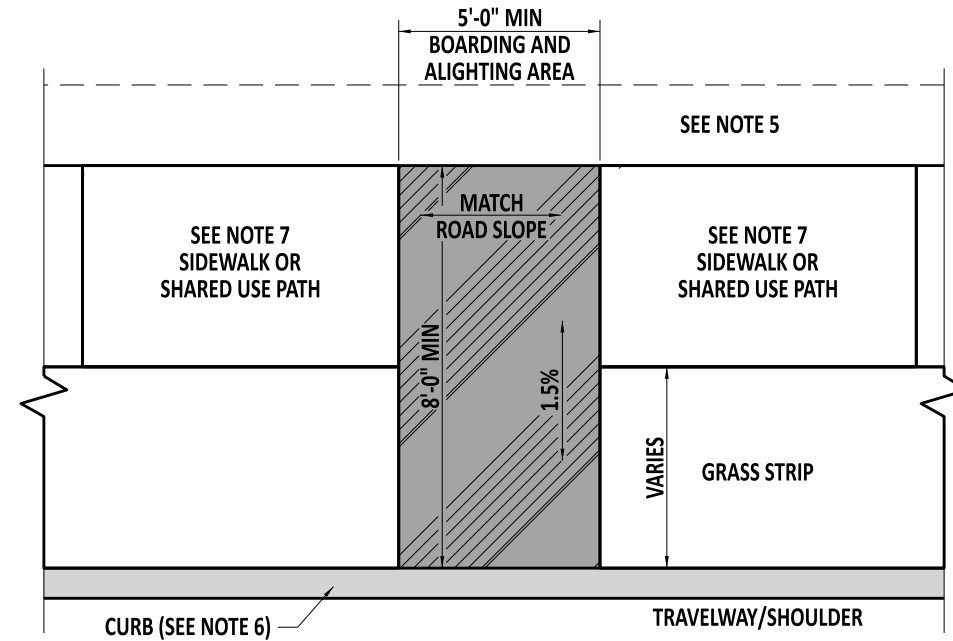


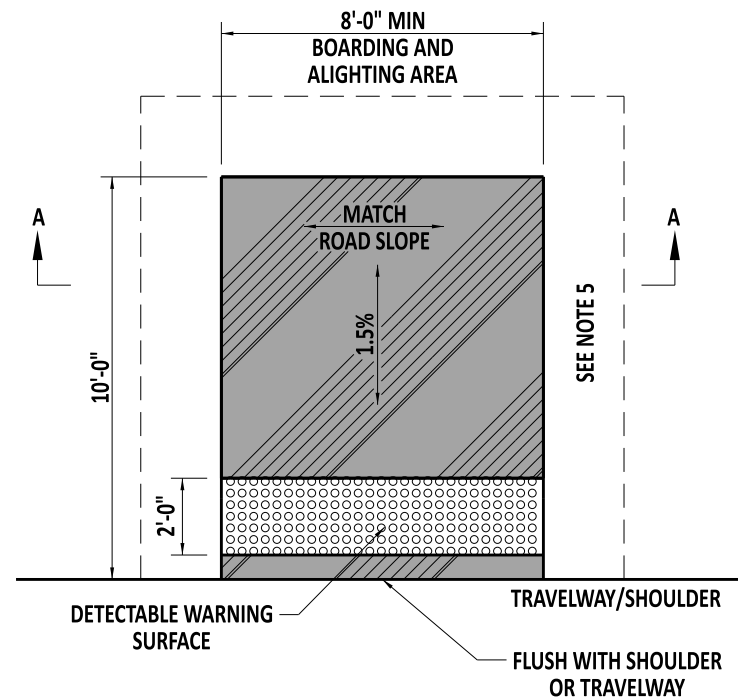
**BUS STOP PAD, TYPE 1**

- \* - TO BE USED WHEN A SIDEWALK OR SHARED USE PATH IS INCLUDED WITHOUT A GRASS STRIP.
- \* - WHEN USED AT A LOCATION WITH A SHARED USE PATH, MATCH BUS PAD DIMENSIONS TO FULL WIDTH OF THE PATH.



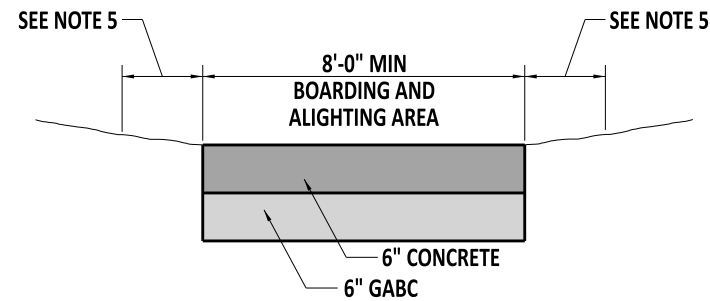
**BUS STOP PAD, TYPE 2**

- \* - TO BE USED WHEN A SIDEWALK OR SHARED USE PATH IS INCLUDED WITH A GRASS STRIP.

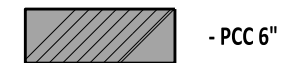


**BUS STOP PAD, TYPE 3**

- \* - TO ONLY BE USED WHEN SIDEWALK OR SHARED USE PATH IS NOT INCLUDED.
- \* - A 5'-0" MINIMUM SHOULDER IS REQUIRED FOR PEDESTRIAN ACCESS



**SECTION A-A**



**NOTES:**

- 1). BUS STOP PAD LOCATIONS TO BE APPROVED BY BOTH DART AND DELDOT PRIOR TO ANY CONSTRUCTION.
- 2). REFERENCE THE DE MUTCD FOR GENERAL INFORMATION ON PLACEMENT OF SIGNS.
- 3). SEE CONSTRUCTION PLAN SIGNING AND STRIPING SHEETS FOR SPECIFIC SIGN AND SIGN LOCATION DETAILS.
- 4). TYPICAL BUS STOP PADS MAY BE USED IN CONJUNCTION WITH BUS STOP SHELTER LOCATIONS IN THE EVENT OF LAND CONSTRAINTS AT THE SHELTER LOCATIONS. AN INTERCONNECTING PEDESTRIAN ACCESS PATH MUST EXIST THAT IS ACCESSIBLE TO BUS STOP ALIGHTING AREAS, SHELTERS, PEDESTRIAN CONNECTIONS, CROSSWALKS, AND SIDEWALKS.
- 5). A 6:1 GRADE IS REQUIRED FOR A MINIMUM OF 2'-0" IMMEDIATELY ADJACENT TO THE BUS STOP PAD OR APPROACHING SIDEWALK.
- 6). MATCH EXISTING CURB. FOR BUS STOP PADS TYPE 1 AND 2, IF NO CURB IS PRESENT, TYPE 1-4 CURB SHALL BE INSTALLED FOR A MINIMUM OF 5' ON EACH SIDE OF THE BUS PAD UNLESS OTHERWISE NOTED ON PLANS. DO NOT DEPRESS CURB IN FRONT OF BUS PAD TYPE 1 OR 2. TAPER END OF CURB FLUSH WITH PAVEMENT OR ADJACENT AREA AT A RATE OF 12:1.
- 7). SEE DETAIL M-3 FOR ADDITIONAL SIDEWALK AND SHARED USE PATH DETAILS AND REQUIREMENTS.



Andrew Shott  
ENGINEERING SUPPORT  
RECOMMENDED  
12/13/2022  
DATE

**BUS STOP PAD, TYPES 1, 2 & 3**

STANDARD NO.

M-9 (2022)

SHT. 1

OF 2

REVIEWED

12/16/2022  
DEPUTY DIRECTOR - DESIGN

DATE

APPROVED

12/21/2022  
CHIEF ENGINEER

DATE